

February 23, 2006

Secretary Sunne Wright McPeak
Business, Transportation, and Housing Agency
State of California
980 9th Street, Suite 2450
Sacramento, CA 95814

Re: California Goods Movement Action Plan Phase II

Dear Secretary McPeak,

Thank you for this opportunity to comment on Goods Movement Action Plan Phase II Progress Report.

We applaud the inclusion of the construction of the Alameda Corridor East grade separations as a Short-Term and Intermediate-Term Action under Preliminary Candidate Actions for Infrastructure and Operations (I-4). The ACE project accomplishes several ends. Of particular importance to the Integrated Working Group, it improves the reliability of freight rail travel from the ports, improves mobility throughout the San Gabriel Valley, and significantly reduces pollution caused by congestion and idling from at-grade conflicts. The ACE Project has bipartisan support throughout our Valley, and is considered desirable enough that plans are now being made to extend the benefits of this project east through San Bernardino and Riverside Counties. With this in mind, we congratulate the Phase II Progress Report on identifying a project so critical to the Valley's economy and quality of life as a necessary short to intermediate term project.

The Preliminary Candidate Actions for Infrastructure and Operations also identifies an Environmental Study of I-710 Improvements as a Short-Term Action, while also identifying construction of these improvements as a Long-Term Action. The definition of these improvements should be expanded to include the closure of the "gap" between the present terminus of the I-710 and the I-210. This gap completion project is supported by the San Gabriel Valley Council of Governments, and has been identified by the Southern California Association of Governments as an important project for reducing regional and local traffic congestion and mitigating air quality impacts.

As part of the I-710 improvements, the Phase II Progress Report identifies dedicated trucking lanes as a recommend improvement. However, as identified by post miles (Pages C-1 and C-3) these lanes would end before entering the San

Gabriel Valley, resulting in a large stream of dedicated truck traffic entering the already congested and severely impacted I-10, I-210, and CA-60 freeways without providing any relief to these corridors. Although the current lane terminus would relieve the areas immediately adjacent to the ports, it fails to provide relief to our Valley, through which all container traffic heading to distribution centers and logistics operations in East Los Angeles County, San Bernardino County, and Riverside County must pass. In failing to provide this relief, the proposed project terminus fails to satisfy the Integrated Working Group's objective of providing systematic relief to impacted areas.

While we recognize that the focus of this Progress Report is on mitigating and managing impacts associated with ship, rail, and truck movement, it is imperative that the Integrated Working Group consider ways to protect our airfreight exports and infrastructure. While the ports and their related infrastructure are important to our export industries, many of our high technology manufacturers rely upon airfreight for their transportation needs. Keeping these excellent manufacturing jobs in our state is dependant upon keeping our airfreight flowing. The Phase II Progress Report identifies this as a future object of study, and we encourage the Integrated Working Group to carry out this recommendation in its future deliberations.

In regards to Preliminary Candidate Actions for Community Impact Mitigation and Workforce Development (I-7), we urge you to consider ways to integrate successful existing programs training individuals for goods movement and logistics related employment into the Action Plan. As the logistics industry becomes an ever more dominant component of our shared California and specifically Southern California economy, it is important that we provide our citizens with the educational opportunities to become productive employees within it.

Institutions such as California State Polytechnic University, Pomona have begun developing academic minors and full degree programs in these fields, providing a model that other institutions can emulate. At the same time, our community colleges have begun developing other training programs to help workers enter the logistics field. These efforts need to be encouraged and given an appropriate share of available workforce development funding.

We would also like to reiterate our support for the Integrated Working Group process and the results seen in the Phase II Progress Report. Current projections and past experience both show that we will be witnesses to significant container traffic growth. The state of California needs a Goods Movement Action Plan that

can address these issues and allow us to move forward in our deliberations and closer to the enacting of needed improvements.

Sincerely,

Bill Carney
President & CEO
San Gabriel Valley Economic Partnership